

19971212.ba v01_n829.bam.971212

>From ???@??? Sat Dec 13 01:11:03 1997
Message-Id: <199712122325.RAA05644@sco.theporch.com>
Date: Fri, 12 Dec 1997 17:25:23 CST
Subject: BOATANCHORS digest 1829

BOATANCHORS Digest 1829

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- 2) FT-243 Crystals for 80 and 40 Meters
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- 3) RE: Magic Sliders
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- 4) FS: TMC Items
by "William C. Robbins" <billrobb@net-link.net>
- 5) Motors as Generators...
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- 6) BC-610/614 Cables
by "Bill Standerfer" <williame@lynx.csn.net>
- 7) F/S/T: "On Blitzen, on Ranger...?"
by MNHopkins <MNHopkins@aol.com>
- 8) Re: Sticking allen screws
by gwoods@albany.net (Gary Woods)
- 9) need parts for newer BA..TS830
by lrm-brm@juno.com
- 10) Modulator thoughts...
by Bill Coleman N2BC <n2bc@ibm.net>
- 11) Re: Sticking allen screws
by john <johnmb@mindspring.com>
- 12) Schematics...again...
by Ken Gordon <keng@uidaho.edu>
- 13) RAO Progress Report
by davidh@getnet.com
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- 17) Re: Magic Sliders
by Dan Martin <dmartin@visuallink.com>
- 18) Re: Musicians' Slide Rule
by John Ward <ke2st@frontiernet.net>
- 19) Re: Tube testers -

- by John Ward <ke2st@frontiernet.net>
- 20) Loose Base
by Heinz und Hannelore Breuer <hbreuer@metronet.de>
- 21) Re: Sticking allen screws
by "Roberta J. Barmore" <rbarmore@indy.net>
- 22) URT-21 Bailout Beacons FS.
by arc5@ix.netcom.com
- 23) Costs for ARC-5 Station
by arc5@ix.netcom.com
- 24) Re: FS: desktop rack
by Avery Comarow <acomarow@USNEWS.COM>
- 25) RAO manual copies (update)
by William Donzelli <william@ans.net>
- 26) Re: Tube testers -
by Dexter Francis <cwest@xmission.com>
- 27) Sticking allen screws
by Bill Risch <brisch@skypoint.com>
- 28) Re:Sticking allen screws
by DPower1120 <DPower1120@aol.com>
- 29) Re: Sticking allen screws
by Dan Arney <kn6di@groupone.net>
- 30) RE: Phasitrons
by "Herbert M. Rosenthal" <herbrose@lobo.net>

Date: Thu, 11 Dec 1997 17:58:21 EST
From: JONWEINER <JONWEINER@aol.com>
To: boatanchors@theporch.com
Subject: RE: Magic Sliders
Message-ID: <29eaa85b.3490702e@aol.com>

>From time to time there are complaints about moving big BA's (none of us are getting any younger). Home Depot has an interesting product called Magic Sliders. Basically solid Teflon discs (and other shapes), that are self adhesive. They're not cheap - around \$6. for 8 of them. I put some on several of the pieces here, and I can move a Valiant around the table with one finger! The larger sliders claim you can move up to #2500 over a smooth surface. Might help make life a bit easier.

Jon, K1VVC

Date: Thu, 11 Dec 1997 15:31:56 -0800
From: Hal Waite <halwaite@sprintmail.com>
To: Boatanchors <boatanchors@theporch.com>
Subject: FT-243 Crystals for 80 and 40 Meters

Message-ID: <349077EC.451F@sprintmail.com>

I have come across a number of FT-243 crystals for 80 and 40 meters, both the CW and fone portions of the bands.

What is a reasonable price for these units? Thanks.

Hal K3AB/7 Las Vegas

Where California money checks in but doesn't check out!

Date: Thu, 11 Dec 1997 18:44:55 -0500
From: "Laudon, Kenneth (Kalman) A." <klaudon@pica.army.mil>
To: Old Tube Radios <boatanchors@theporch.com>,
 "JONWEINER@aol.com"
Subject: RE: Magic Sliders
Message-ID: <E1BB4E1B16BBD011BBF500A024D839070B1390@pica-emh2.pica.army.mil>

I wonder if use of these "magic" devices might increase susceptibility to microphonics, both externally and internally generated. Not only that, but I'd hate to be enjoying some room-filling 10 watts of sound from my HRO-60 while doing a task in another part of my laundry room / shack, and look back at the radio to see it "walk" itself off of the operating desk, onto the floor! Just a nightmarish thought.....

73, Kalman W2ES
klaudon@pica.army.mil

Date: Thu, 11 Dec 1997 19:17:03 -0500
From: "William C. Robbins" <billrobb@net-link.net>
To: boatanchors@theporch.com
Subject: FS: TMC Items
Message-ID: <199712120017.TAA09886@serv01.net-link.net>

I have the following Technical Materiel Corp. items for sale...SHIPPED:

22" x 34" schematic of model GSDB-1 dated Jan. 3, 1957, \$5

Sales service Bulletin Number 194A for the GSB-1 \$10

Sales service Bulletin Number 179C for the GPR Series 90 \$5

Technical Bulletin Number 3001 for the DDR-5 receiver \$5

TMC Distributor List, 4 pages \$3

Manual for the GSB-1 SSB Adapter \$20

Will ship all to one party for \$35

Bill

Heathkit Collector
WA8CDU formally WN8CDU

Date: Thu, 11 Dec 1997 16:31:30 -0800 (PST)
From: Ken Gordon <keng@uidaho.edu>
To: boatanchors@sco.theporch.com
Subject: Motors as Generators...
Message-ID: <Pine.BSF.3.95.971211162828.19612G-100000@piobaire.mines.uidaho.edu>

John Hurst, KU6X, just sent me a copy of a VERY informative article from
CQ magazine, June 1956, starting on page 20.

I made some copies of it. I also have 10 copies of the HR magazine
article on the same subject.

SASE to the address below on the left. One stamp will do it.

Kenneth G. Gordon W7EKB	College of Mines and Earth Resources
226 N. Washington St.	//or// University of Idaho
Moscow, Idaho 83843	Moscow, Idaho 83844
(208)-882-8745	(208)-885-6133
Great Highland Pipes, Amateur Radio, Electronic Consulting, Home-Schooling	
Traditional Roman Catholic	

My PGP Public Key Upon Request.

Date: Thu, 11 Dec 1997 17:31:01 +0000
From: "Bill Standerfer" <willliame@lynx.csn.net>
To: boatanchors@theporch.com
Subject: BC-610/614 Cables
Message-ID: <199712120033.RAA18303@ns-1.csn.net>

Greetings Group,

A friend of mine has just put a BC-610 on the air. He's also got the speech amp (BC-614?), but no cables to connect it to the transmitter. Does anyone have a set of cables that they would part with? If so, send me the details and I'll pass it on to him.

73,

Bill Standerfer - W0GM - Baron N222AB
Fort Collins, Colorado
williams@csn.net

Date: Thu, 11 Dec 1997 19:47:44 EST
From: MNHopkins <MNHopkins@aol.com>
To: Boatanchors@theporch.com
Subject: F/S/T: "On Blitzen, on Ranger...?"
Message-ID: <54e87e1f.349089b2@aol.com>

A little Christmas elf (W00IZ) is sending me a sandblasted cabinet for a Johnson Ranger as soon as he gets his gold for postage, which I have mailed. When the cabinet gets here I am going to...feel guilty.

My HB 2E26 MOPA would just rattle around in the case, even with all the plug-in coils. I could put my 5894 6M PA in there, but the first Ranger didn't do 6M and I am already in trouble with the purists over R390s and NC-303s. But more importantly, Morley's ghost keeps telling me there is someone out there who needs this enclosure more than me.

If there is such a person, hope he or she will e-mail me as below with a sporting offer for something else on the '0IZ list or something to do with 6 Meters or, as always, a receive converter -- they are my passion. If you need the case but cannot afford the \$12 postal ante here at gift giving season, write anyway. Its Christmas.

In silence, I will assume I am not committing treason by putting this case to use. The local QRP club, which builds their rigs in mint cans and thinks I'm nuts already, will adjust to the MOPA in there, I guess.

73 de ab5L, michael in dallas, student of Tecraft and International (ICM) ham products and mementoes of Six Meters' Golden Age: 1957-58
Michael Hopkins
Box 226841
Dallas, TX 75222 MNHopkins@AOL.com

Date: Fri, 12 Dec 1997 01:58:19 GMT
From: gwoods@albany.net (Gary Woods)
To: boatanchors@theporch.com
Subject: Re: Sticking allen screws
Message-ID: <3492883b.4660038@mail.albany.net>

On Thu, 11 Dec 1997 08:10:26 -0600 (CST), you wrote:

>Good day everyone,
> I have a problem trying to get some knobs off a HQ-150,
>The knobs use allen head set screws and two of them are stuck.
>When they were installed they were really torqued down and I can't get
>them to move. I have let them soak in penetrating oil overnight but
>no luck.

Get a small ratchet handle that takes hex-drive Allen bits... your
local hardware should have it. Make sure the Allen is well-seated in
the screw to reduce the chance of stripping.
I sometimes clamp a small vice-grip on the handle of an L-shaped Allen
wrench. It's amazing how far those little suckers will twist!

--

Gary Woods O- K2AHC Public key at www.albany.net/~gwoods, or get 0x1D64A93D via
keyserver
gwoods@albany.net gwoods@wrigb.com
fingerprint = E2 6F 50 93 7B C7 F3 CA 1F 8B 3C C0 B0 28 68 0B

Date: Thu, 11 Dec 1997 20:27:50 EST
From: lrm-brm@juno.com
To: boatanchors@theporch.com
Subject: need parts for newer BA..TS830
Message-ID: <19971211.192439.7727.0.lrm-brm@juno.com>

Hello and pardon me for listing this newer old tube final rig, but 300v
on the RF switch did it in.. I would like to hear from anyone that may
have a dead Kenwood TS830S. I need to replace the RF wafer of the band
switch to fix it. Also, would like a better front plastic panel. Thanks
for any help. PS, this is the newest rig that I have. Larry

Date: Fri, 12 Dec 1997 02:18:27 -0800
From: Bill Coleman N2BC <n2bc@ibm.net>

To: boatanchors@theporch.com
Subject: Modulator thoughts...
Message-ID: <BMSMTP8819212410wf2awdc@pop3.ibm.net>

I'm at week 1.5 of my Globe King 275 respiration, and just now paying close attention to the circuit details. I received a diagram of a later version of the '275 - THANKS go out to WA1ABI.

The later '275 uses a 6N7 (dual triode) 2nd speech amp to a pair of 6F6s as push pull drivers. In mine, the 2nd speech amp is a 6C5 triode to a 6L6 driver.

I was planning to just clean the old lady and get her on the air... but am curious about the change in the later vintage. It certainly wasn't to reduce cost... Do y'all suppose it would be a worth while change? Now would be the time to do it as I'm about down to a naked chassis.

A quick report on the pieces... only one of the 8 electrolytics made it to it's golden anniversary. Plus all the wax jobs are leaky. All will go along with a few R's I found way out of tolerance.

Bill Coleman (N2BC)

Email: n2bc@ibm.net

Date: Thu, 11 Dec 1997 21:21:20 -0500
From: john <johnmb@mindspring.com>
To: boatanchors@theporch.com
Subject: Re: Sticking allen screws
Message-ID: <199712120221.VAA06764@camel14.mindspring.com>

At 01:58 AM 12/12/97 GMT, you wrote:
>On Thu, 11 Dec 1997 08:10:26 -0600 (CST), you wrote:
>

>>Good day everyone,
>> I have a problem trying to get some knobs off a HQ-150,
>>The knobs use allen head set screws and two of them are stuck.

Applying a soldering iron tip to the wrench that is seated in the screw...judiciously...will sometimes loosen it. Dont melt the knob!

/John

Date: Thu, 11 Dec 1997 18:30:38 -0800 (PST)

From: Ken Gordon <keng@uidaho.edu>
To: boatanchors@sco.theporch.com
Cc: glowbugs@www.atl.org
Subject: Schematics...again...
Message-ID: <Pine.BSF.3.95.971211182906.23076A-100000@piobaire.mines.uidaho.edu>

I have added the Jones "One Tube" regenny to the pile. Still have not added links back to the home page, but will.

Again, the URL is:

<http://www.mines.uidaho.edu/~keng/>

to start with.

Ken W7EKB

Date: Fri, 12 Dec 97 04:04:10 +0000
From: davidh@getnet.com
To: "Boatanchors" <boatanchors@sco.theporch.com>,
<BOATANCHORS@LISTSERV.TEMPE.GOV>
Subject: RAO Progress Report
Message-ID: <199712120404.VAA07684@getnet.com>

Finally got to work on the \$10 RAO that I picked up at the Mesa AZ swapmeet last weekend. Being the impatient type, I yanked all of the tubes and applied ac power...no smoke or burning smells and ac voltage out of the power transformer. After letting it run for a while, I turned it off and stuck in the rectifier tube and fired it up again and measured the voltage on the lytics. No Problem! Decided to go for broke and plugged in all of the tubes and connected a speaker. Fired it up again, set the bandswitch to the am broadcast band and bingo audio and signals and sounding pretty good. Next went to band 2 and copied WWV at 2.5 mhz than 5 mhz and some short wave broadcast on 5-6 mhz. Radio sounds OK but can definitley use an alignment. Now the major problem I noticed is mechanical. Besides the main tuning slipping badly, the tuning cap appears to have a short as you can hear it go dead wwhen it approaches maximum capacitance and the tuning cap also is stopping a ways before hitting full mesh. Looks like I will have to remove the front panel to get at the gear train and than try to figure out what is going on. Hopefully not serious but the main tuning capacitor having a possible mechanical short is not a good sign. By the way the radio is completely originally except for a S0-239 connector added for the antenna. How the mechanical problems developed is a very good question. Maybe that is why the original owner put it aside many years ago.

On a sad note, UPS has now done one better than smash a boatanchor, they have lost it. I purchased an NC-46 and speaker from a ham outside of Toronto. The radio was packed and shipped and according to the UPS tracking on their web site, it entered the international shipping center near Buffalo, NY on November 21st and than vanished. They have managed to lose a 50 lb box and although they have sent out a tracer, they were extremely non-chalant on the phone about it! At this point I am not holding out much hope.

73,

Dave Hollander N7RK

*

Dave N7RK - Webmaster CADXA
Phoenix, Arizona *DXCC Honor Roll* *WAZ#23 - 75 Meter SSB*

ex-N7RK/ZB2, VK2ERK, ZM0AJN, WB6NRK, WN6IWX

Boatanchor Collector Extraordinaire preferring Hallicrafters, National
and what ever else looks interesting!

davidh@getnet.com \\\-//
 (o!o)
http://www.getnet.com/~davidh
-----oo00-()-00oo-----

E-Mail Address

My Home Page

Visit the Central Arizona DX Association Home page --- <http://cadxa.org>

Date: Thu, 11 Dec 1997 09:19:39 -0500
From: oranges@FRB.GOV
To: boatanchors@sco.theporch.com
Subject: Question on EICO 1030 regulated power supply
Message-ID: <49000ff0@cclink.frb.gov>

Hello BA'ers,

I picked this up at an estate sale on Sunday,
a EICO 1030, a nice heavy firebottle power supply.

While testing and cleaning it, I notice that
on the B+ terminal, I get 345V also only
345v is shown on the supply meter not the
400V that the control dial shows. And No 12.6V
filament on that terminal. Are these adjustable
with the two pots inside the case?

Does anyone have a manual for the EICO 1030
that I could get a copy of, or better yet an original?
Will reimburse for copying and mailing costs, or trade
manual copies.

Thanks,

Fred Bohner Arlington, VA.

Email address is oranges@frb.gov
MESSAGE FOR PERSONAL USE NOT OFFICIAL USE

Date: Fri, 12 Dec 1997 02:21:04 -0500 (EST)
From: ARONGV@aol.com
To: boatanchors@theporch.com
Subject: re Rigs For Postage
Message-ID: <971212022102_1506096773@mrin52.mx>

Hi Gang:

The giveaway went much better than last year, but I think I made a big
mistake by having the opening bell start at noon my time (CST). That put guys
at work at a real disadvantage.

Also, DX stations missed my update, in which I said that all were welcome on
this list and that a DX station could submit a request under the call
district that corresponds with his call number. For example, a G4 would
respond in the 4th district.

I talked with a few list members who said they would be willing to join me
next time and add their free for postage stuff to a master list.

I suppose the key is to keep it as short as possible and as equitable as
possible. Such projects should not detract from the general business of the

list. in my own defense, the object was to put project gear in the hands of those who would give it a second shot at life.

If anyone has any suggestions how to run this better or who wants to team up with me so more guys can get project rigs, go to my E-mail address and tell me your thoughts there.

It was work, but fun for me, as I was simultaneously running an estate sale on the Drake list! Whew!!!

Some responded saying they wish they had something to give. Well, fellas, you do give everytime you answer a question or offer a part for a restoration, or a suggestion, etc. There just is nothing like this list.

Merry Christmas to one and all

And Happy hunting in 1998

73s De Ron/W00IZ Shawnee, Kansas

Date: Fri, 12 Dec 1997 03:02:53 EST
From: Ho4bart <Ho4bart@aol.com>
To: boatanchors@theporch.com
Subject: Re: Sticking allen screws
Message-ID: <63cb22ee.3490efaf@aol.com>

In a message dated 97-12-11 23:55:15 EST,
brisch@skypoint.com writes:

> The knobs use allen head set screws and two of them are stuck. When they were installed they were really torqued down and I can't get them to move. I have let them soak in penetrating oil overnight but no luck. They were just put on so tight that my allen wrench is bending and won't budge them.

one thing i always try when it seems hopeless is to actually try to turn it in even more (tighten it yet more) . this may seem ridiculous when you are trying to remove one that's really been torqued down, but sometimes, not frequently, there will be a little bit of room left to tighten it and this little bit of motion will let it break free. you might also try touching the setscrew briefly with the tip of a very small soldering pencil. yes, these are "last ditch" measures. if absolutely nothing works and you really have to get the knob off, of course you'll probably have to drill out the setscrew. how about some input from some of the real mechanic experts on

the group?
hue miller

Date: Fri, 12 Dec 1997 05:21:13 -0500
From: Dan Martin <dmartin@visuallink.com>
To: JONWEINER@aol.com
Cc: boatanchors@theporch.com
Subject: Re: Magic Sliders
Message-ID: <34911019.DC7@visuallink.com>

JONWEINER wrote:

>
> >From time to time there are complaints about moving big BA's (none of us are
> getting any younger). Home Depot has an interesting product called Magic
> Sliders. Basically solid Teflon discs (and other shapes), that are self
> adhesive. They're not cheap - around \$6. for 8 of them. I put some on several
> of the pieces here, and I can move a Valiant around the table with one finger!
> The larger sliders claim you can move up to #2500 over a smooth surface. Might
> help make life a bit easier.
>
> Jon, K1VVC

Gang:

I blundered into this very item a few weeks ago in the local Target store and can absolutely second Jon's comments. I use them on the bottomside of the rails on my 390A's CY-979 cabinet. Not only does it make the radio very easy to slide around on the desk top (VERY easy! These may not be appropriate in every installation!) but it protects the desktop from the flathead screws on the bottom of the rails which aren't all exactly dead flush. If you cannot dead-seat your rail screws due to not quite enough counter sinking and leave a sharp-edged flathead screw "a micron" above flush, you have a carpenter's plane that will plow a furrow across your desktop when you slide a cabinet mounted 390 radio without these little Teflon-dingies. Look into 'em!

73
Dan

Date: Fri, 12 Dec 1997 05:05:53 -0500
From: John Ward <ke2st@frontiernet.net>
To: boatanchors@theporch.com

Subject: Re: Musicians' Slide Rule

Message-ID: <v03102804b0b6616b2a73@[209.130.131.232]>

>Yes, It HAS to exist already: a slide rule with n , n^2 , n^3 , ..., n^{11}
>marks on it, where n = twelfth root of 2.

>

>Marked C to C', of course. Then whatever key you want to be in, all the
>other markers tell you (to 3 sig figs at worst) the frequencies of the
>other notes in the chromatic scale.

>

The notes of the even-tempered scale are not precisely mathematically
spaced, so you can't calculate them, you need a table. There is a circular
"rule" made for changing keys; it is more of a conversion chart than a
calculator.

John, KE2ST

Date: Fri, 12 Dec 1997 05:05:58 -0500

From: John Ward <ke2st@frontiernet.net>

To: boatanchors@theporch.com

Subject: Re: Tube testers -

Message-ID: <v03102806b0b6654d1419@[209.130.131.232]>

<snip>

>So why doesn't an emission test (along with gas and shorts) tell me all I
>need to know about a tube? Is there enough variation in geometry of a 6C4
>to require selecting tubes as frequency goes up?

>Regards,

>Bill Hawkins

As far as I can tell, with most tubes these tests are all you need. But
Geometry is the question: if a power tube has had a hard life, the grid and
screen wires may have become deformed by heat, which can profoundly affect
the tube's behavior. Small tubes can suffer from workmanship problems. A gm
tester will ferret out more of this trouble than an emissions tester.

Hope this helps,

John, KE2ST

Date: Fri, 12 Dec 1997 13:52:38 +0100
From: Heinz und Hannelore Breuer <hbreuer@metronet.de>
To: boatanchors@theporch.com
Subject: Loose Base
Message-ID: <34913396.70E6@metronet.de>

Hi,

I have some tubes (811, 3B28 etc. and a rare 5514) where the base is loose. What is the best way to fix it? I thought of epoxy but I am not quite sure because of the high temperatures involved.

Any comments welcome.

73

Heinz - KF6FNC

PS: SPARES WANTED: a pair of V70D and 5514 for my Globe King 400

Date: Fri, 12 Dec 1997 08:48:59 -0500 (EST)
From: "Roberta J. Barmore" <rbarmore@indy.net>
To: Ho4bart <Ho4bart@aol.com>
Cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Sticking allen screws
Message-ID: <Pine.SUN.3.96.971212082933.16232A-100000@indy2>

Hi!

On the topic of "last-ditch setscrew removal," the final step before unlimbering a drill is to try a very small "easy-out" bolt remover. These are funky-looking critters originally developed in larger sizes to remove broken bolts from engine blocks and the like. (For that use, you have to drill a hole in the bolt first--allen-drive setscrews already have one!) The basic device has a slight taper and a high-pitch, bitey, left-hand thread. Big ones can be chucked in drillmotors or driven with an open-end wrench; little ones often fit tap wrenches.

They grab *very* well, are made of strong metal (ever broken an allen driver? Yeech!), and allow use of a high-torque driver. But if they do fail, they chew up the setscrew. So it's the next-to-last thing to try!

Small Parts, Inc sells these. You might also try your local machinists' supply joint. Don't know if an auto parts place would have the really small sizes.

It's important to remember that the setscrew is often the strongest bit

of metal in the whole knob-holding arrangement--control shafts (spindles if the device was delivered via lorry rather than by truck!) are most often brass, likewise the collar molded in the knob, while most allen setscrews are some kind of black steel. So when the applied force reaches the "something's gotta give" level, be wary! (Why do they make 'em outta steel? Same reason they have a cup-shaped tip: it bites into the control shaft all the better. If that bothers you, brass-snouted setscrews can be bought).

73,
--Bobbi

PS: When applying brute force and/or Powerful Implements to something on the front panel of a boatanchor, take a tip from the appliance repair folks: a scrap piece of cardboard (like the backing from an old pad of paper) with a slot in it to clear The Recalcitrant Thing slipped over the front panel will save the gear from many tool slips!

Date: Fri, 12 Dec 1997 07:49:16 -0600 (CST)
From: arc5@ix.netcom.com
To: baswaplist@foothills.net
Subject: URT-21 Bailout Beacons FS.
Message-ID: <1997121274650619912@>

For Sale:

URT-21 Bail-Out beacons for collectors.
Don't turn it on unless you want helectopters overhead!
Mid-60s, early Vietnam-era rescue transmitter.
Good to Excellent condition, small scuffs but no beaters.
Most with nylon straps intact.
\$10 plus shipping (probably \$3) from 78728.

73 DE Dave Stinson AB5S
arc5@ix.netcom.com

Date: Fri, 12 Dec 1997 07:49:13 -0600 (CST)
From: arc5@ix.netcom.com
To: boatanchors@sco.theporch.com
Subject: Costs for ARC-5 Station
Message-ID: <199712127166621726@>

(Copied to the list for general information)

On 12/03/97 18:15:08 you wrote, concerning ARC-5s:

> Hi, Dave. What would it cost me to rig up a station (nothing too rare)
>to use on 20, 40 or 80 meters AM/CW? It looks interesting and I like
>the old military rigs. Please let me know what is needed and how much.
>Thanks.
> Terry (KA5IHV)

Terry:

Sorry to be so long in replying.
I've recently changed homes and careers and I'm sure you
know what that does. I have more time at home now and
am catching-up on many weeks of back email.

It depends on what kind of station you'd like to build.
I only do original-design, unmodified. That's lots more
expensive but fits my interests. I believe in
keeping these units in their historic configuration.
If you build out of modified units, like a 50's
ham station, it's much less expensive.
Also, Army SCR-274N rigs cost less than Navy ARC-5,
even though they generally are all called "ARC-5"
and look basically the same, except for paint.
The Army sets sound just as good as the Navy, IMHO.
The Army rigs are screen modulated and the Navy
plate modulated.

Either way you go, it is a lot of work to get a mil
station running. You'll need to replace all the
leaky caps, do alignments, lube-up the dynamotors,
find a good supply, do cosmetics, build cables etc., etc....
But then, if it was easy it wouldn't be special.
Any doo-fuss could do it, right? Pretty satisfying
to get this historic gear going.

Prices for ARC-5 gear jump all over the map.
They just went through a "slump" and are on
the way back up. Of course, prices depend on
the seller and buyer, as in any transaction.
In a world where Heath AT-1 transmitters
go for over \$100, anything's possible!

Here are approx. costs for building a single-transmitter,
single receiver type station. Note that not all of this
stuff is readily available. These are average prices

if you find the rigs.
I'll give you the "Historic, original, unmodified"
single-seat-fighter-like configuration first.
That way you have more time to get over your surprise!
Note that shock mounts are not included as they are
generally not available.
Then I'll post the "50's ham station" costs.

Historic, 80 or 40 mtr (no 20 mtr) ARC-5:
T-19 or T-22 Transmitter \$50
Transmitter rack \$35
C-29 transmitter control box \$30 (and up, hard to find).
R-26 or R-27 Receiver with DY-2 Dynamotor \$50
MT-7 Receiver rack \$35.
C-26 receiver control box \$30 (and up, hard to find).
MD-7 Modulator with DY-8 Dynamotor \$110
RE-2 Antenna relay \$25
Set of connectors: \$70 and up, some hard to get.
total: about \$445, not counting shipping!
Whoo! Ain't cheap! Which is why I bought mine
"a little at a time" ;-)
Subtract about 10-20% if you go with an SCR-274 set.

"50's" Ham station, using ARC-5 modified/good condition--
not beat-up or hacksawed, but may have key jack installed,
replaced connectors etc.

T-19 or T-22 Transmitter: \$20
R-26 or R-27 Receiver \$30
MD-7 Modulator without dynamotor \$70 or homebrew one.
Homebrew antenna switch. ??
Homebrew power supplies for 12, 250 and 550 volts. ??
Total: \$50 to \$120 plus homebrewing costs.
Army SCR-274, subtract about \$30 for using a BC-456 modulator.

Hope this gives you some idea. Of course,
these are prices based on my best knowledge of
recent transactions. Someone else may want more or
less.

Happy Holidays
Dave AB5S
arc5@ix.netcom.com

Date: Fri, 12 Dec 1997 16:18:56 -0600 (CST)
From: Avery Comarow <acomarow@USNEWS.COM>
To: "Roy Morgan" <morgan@speckle.ncsl.nist.gov>
Cc: boatanchors@theporch.com
Subject: Re: FS: desktop rack
Message-ID: <199712122218.QAA01471@sco.theporch.com>

Roy is correct, of course. It's a normal open rack with triangular (trapezoidal, technically) side panels.

Thanks for clearing up the muddy description! The rack is still available, BTW.

Avery W40GK

At 09:10 AM 12/12/97 -0500, Roy Morgan wrote:

>
>>This sloping desktop rack unit is 25-1/4" H and 12" D at the base, narrowing
>>to 2-3/4" D at the top.
>
>Avery,
>
>Do you meant that the equipment mounting rails slope to the rear? (never
>saw one)
>
>Or do you have a normal open frame rack whose front mounting rails are
>vertical and whose side panels are triangular, wide at the bottom and
>narrow at the top?
>
>Keep em Glowing!
>Roy, K1LK Y since 1959
>
>-- Roy Morgan/Building 820, Room 562/Gaithersburg MD 20899
>National Institute of Standards and Technology

Date: Fri, 12 Dec 1997 14:51:11 -0500 (EST)
From: William Donzelli <william@ans.net>
To: boatanchors@theporch.com
Subject: RAO manual copies (update)
Message-ID: <Pine.GS0.3.96.971212144816.26733F-1000000@titan.purch.ans.net>

I have been out of the office all week, but someone tells me my mailbox is full. This must mean that it is time to send out more copies! If any of you have mailed me something in the past week or so, I will be shooting

out your copy soon. Thank you.

William Donzelli
william@ans.net

Date: Fri, 12 Dec 1997 12:20:40 -0700
From: Dexter Francis <cwest@xmission.com>
To: William Hawkins <bill@skeeter.bvc.frco.com>
Cc: boatanchors@theporch.com
Subject: Re: Tube testers -
Message-ID: <34918E78.688E@xmission.com>

Bill -

The main reason that an emission tested doesn't tell you everything you'd like to know is that most of them work by simply tying all the grids and cathode together at ground potential. In addition they don't vary the bias setting. In effect, they test all tubes as a triode with the bias fixed at zero volts. This does give a relative indication of emission, but doesn't tell much about how the tube would actually conduct (amplify) with a varying signal and the proper level of bias on on or all the grids. Many don't apply the full potential across the cathode and plate either.

-df

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Date: Fri, 12 Dec 1997 08:25:21 -0600 (CST)
From: Bill Risch <brisch@skypoint.com>
To: boatanchors@theporch.com
Subject: Sticking allen screws
Message-ID: <1.5.4.16.19971212082350.270f889a@popmail.skypoint.com>

Thanks everyone for the replies.
The majority suggested using heat on the allen wrench.
Also the suggestion of an easy-out was a good one.

In my case the oil did its work finally.
This list really pays for the knowledge here.

Date: Fri, 12 Dec 1997 09:29:38 EST
From: DPower1120 <DPower1120@aol.com>
To: BOATANCHORS@theporch.com
Subject: Re:Sticking allen screws
Message-ID: <e20c80fc.34914a55@aol.com>

Use the next larger allen wrench and file it down so it can be wedged into the screw. A light tap with a hammer helps, and then twist it out. Good luck.
Don K0TNP

Date: Fri, 12 Dec 1997 06:39:22 -0800
From: Dan Arney <kn6di@groupone.net>
To: rbarmore@indy.net
Cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Sticking allen screws
Message-ID: <34914C99.2E68995@groupone.net>

Roberta J. Barmore wrote:

> Hi!
>
> On the topic of "last-ditch setscrew removal," the final step
> before
> unlimbering a drill is to try taking a T handle allen wrench and
> supporting the shaft with something under it , insert the allen then
> take a light hammer and tap the allen wrench and turn it at the same
> time. This is while the other set of hands supports the radio and the
> backup support. A bunch of light love taps can do wonders.

Hank KN6DI73's

Date: Fri, 12 Dec 1997 07:49:11 -0700
From: "Herbert M. Rosenthal" <herbrose@lobo.net>
To: BoatAnchors <boatanchors@theporch.com>
Subject: RE: Phasitrons
Message-ID: <34914EE6.176B@lobo.net>

Thanks to all who wrote me about their early days in BC FM..and their association with the GE Phasitron magnetic phase modulator..

Got me thinking about the GE factory junkpile then..in Syracuse..dollar a pound..tons of meters, tubes, etc..and one favorite, the BC-645.

This was a nicely built aircraft IFF on 470-495MC..had a Western Electric WE-316 doornob tube for TX, a 955 L0..nice, louvered cover..I stripped one down and built a 2 1/2M AM regen transceiver using a 6C4. You could tell if anyone else in town was listening by the ''rush' of THEIR regen..even with rf front ends, you could hear them..but who cared?

I had heard that the chassis was magnesium, and I believe CQ had a warning that there was an incendiary squib in some of these for unit destruction, should the aircraft go down.. that some had hit the surplus market without being disarmed, ..and that some kids bought one on Canal Street, took it home, and almost burned their house down...and 'you should NOT put a battery to the big red wire that stuck out the back'..

I also heard that none had made their way into combat because they had been comprimised.

Can anyone put me straight about these stories?

Herb Rosenthal W5AN

End of BOATANCHORS Digest 1829
